WHOM WILL THE REPUBLICAN CONVEN-TION PUT UP NEXT YEAR?

The Opinion of Some of the Plumed Enight's Best Friends-A Canvass Which Will Ig-nore New York-Sherman in the South, WASHINGTON, March 26 .- In a recent conversation with a politician who gave his best energy for two years to bring about Biaine's

mination, and gaining that, spent eighteen out of twenty-four hours for five months for his election, I asked him what in his opinion was the great mistake of that canvass. He said: There were several mistakes and one accident, but the great mistake was the concentration of all energy upon the attempt to carry New York. It is a blunder which will not be repeated. New York State is the nightmare of

our politics, and, though the Republicans have won twice without that State's electoral vote, yet our canvasses have always been fought in New York, as the rebellion was in Virginia." What do you mean by saying that New York

State is the nightmare of our politics?" I mean this: There is no politician of either party who has had any experience in New York who does not regard the polities of that State, especially the Republican politics of the city, as the most desperately corrupt system of lying, barter, bargain and sale, a perfect whiri-pool of all the evil passions of men, avarice, lying, bad faith, broken pledges, backbiting, and the worst of it is that the men who give themselves up to these practices believe that It is a necessary element of political manipulation. The motto of New York city politicians —I mean the professional politicians, the leaders, the bosses—is that all is fair in politics, even the play of the meanest passions. I never hear of crossing in pugilistic encounters that I don't think that the word expresses perfectly the system that prevails in New York polities. Now, it was crossing that beat Blaine. Why, we Now, it was crossing that boat Blaine. Why, we had an arrangement effected—and to win in New York you must effect arrangements—which every member of the committee, every politician who was bohind the curtain in the Republican headquarters, trusted as he would a father's word or a millionaire's bond. It was not a dishenorable arrangement, though it was a political manipulation. It was the keystow which to carry Blaine to the Presidency. We trusted it implicitly. If it had not been broken, dishonesly, corruptly, and by as increased, we were crossed, as the puglists say. When the story of that campaign is told there will appear a bewildering intricacy of crossing and recrossing on both sides that New York eity, a perfect tangle and network of crosses. It is a wonder that anybody won. This story will be told at the proper time. Our committee has been made the subject of no little censure, has been called incompetent, dlist, which were what to contend with it will be thought marvellous that we were beaten by a niurality that a change of 600 votes would have overcome. Washington had no reason for districting marvellous that we were beaten by a niurality that a change of 600 votes would have overcome. Washington had no reason for districting marvellous that we were beaten by a niurality that a change of 600 votes would have overcome. Washington had no reason for districting marvellous that he washington had no reason for districting marvellous that he was the property of the word of the property of t had an arrangement effected-and to win in New York you must effect arrangementswhich every member of the committee, every

uese friends are of opinion that is to say, ill not consent to imperil the party next time v playing the joker at the Convention and chring Mr. Sherman's hand, provided in a rearwass for delegates Sherman gots the gest number. If ever the manner of a man rays perfect, honesty and sincerity, the naid that either Blanc's near friend did, the

betrays percet homes hear riend did when a said that either Baine's near riend did when a said that either Baine's near riend did when a would be the next Bepublican sensition of the about transferring Blaine's vote to Allison, in case Blaine fails short next time, is twaddle, first, because Mr. Blaine could not transfer his vote to Allison; secondly, because he has no desire to do so.

Mr. Blaine's friends keep perfectly well informed about the skirmish line that Sherman is afready throwing out. Blaine's plekets are vigilant. They extend from Maine to California. They already report that Sherman is afready throwing out. Blaine's plekets are vigilant. They already report that Sherman is afready throwing out. Blaine's plekets are vigilant. They already report that Sherman is afready throwing out. Blaine's plekets are vigilant. They already report that Sherman is afready throwing out. Blaine's plekets are delegation which Blaine with the South and they expect Sherman to pick up a majority of the delegates from the South one Bales. It is a delegation which Blaine with the same she with the chatcle is that ever fluured as dummles in political conventions those human beings who some up from the South one in four years inbolled liepublican delegates are the most eickly, sorry traveties on the splendid majesty of self-governmen. Not all. There are many very bright mon among them. There are not a flow very shrew men. and there are some sonorable ones, but the mass of them:

I must have \$2,000 more for my delegation and \$3,000 more for myself, or our delegation in \$3,000 more loop in the same and the same and the delegates. The province of the passions, no more; and they were as splendid wired marionation and they were as splendid wired marionates and they were as splendid wired marionates and they were as splendid wired marionates. This sample presents all of them, or nearly all, and in the next Convention Berman will have the vote of the delegation from that State. They got their mone, and voted for the man to indicat

A RISING MAN FROM KANSAS. ienator Ingalis as he Impressed an Old Newspaper Correspondent. From the Utica Observer.

Senator Ingalls is one of the young men of American politics, but he is by no means of mushroom growth. He is endowed with a wonderful amount of brain yttality, and his mind works like a steam engine moved by perpetual motion. He seems to never lack for a new idea, and he has a vocabulary equal to Worcester and Webster bolled down and flitered through Carlyle's "Sartor Resartus." He is a man of broad reading, and he draws his illustrations from the antedliuvian periods of geology in one sentence, and in the next takes

geology in one sentence, and in the next takes a metaphor from the classies of the English novelist. He seems to have the knowledge of the Congressional library at his command, and in his brightest speeches he makes remarks which show you that he lives in close sympathy with the world and that he understands the thoughts of the man who is driving a bobtail car as well as of him who measures the close had a control of the control of the first o

TUGS AS COAL CARRIERS. THE BUSINESS OF TRANSPORTING COAL TO EASTERN PORTS.

The Pirst of the Steam Pulling-Why Barges Are Better than Schooners-Improve-ments in Barges-Disasters by Wreck. One of the big things affoat hereabouts, metaphorically speaking, is the transportation business by means of tugs and tow barges on Long Island Sound. For a number of years people living along the Sound have seen big tugs puffing laboriously along with something tugs puffing laboriously along with something that looked like rafts with coops on them in tow astern, or, if it happened to be a little raft, with nothing at all perceptible astern except three or four little coops that seemed to rise up from the white caps at intervals of 200 or 300 feet. The raft-like bodies with coops on them were barges laden so deeply that the waves even of a moderate Sound gale made a clean breach over them. Of late the number of these tows of deeply-laden barges has greatly increased, until the number of barges in the trade has gone up into the hundreds, the number of tugs into the dozens, while employment, in one way or another, is given to large number of men.

The freight carried on these barges is almost

exclusively coal, although now and then a barge load, or rather a canal boat load, of lumber and other coarse merchandise is seen in a tow. There are a variety of stories regarding the beginning of this towing business down the Sound. Some say that a New York tug man, finding himself without a charter and being somewhat desperate, went on 'Change, and, chartering a canal boat, loaded her with coal and steamed away for a Sound port, which he happily reached in a few hours in spite of head winds, which kept the schooner fleet that car-ried the coal in those days at anchor off White-stone. Another report says that a Providence firm, finding coal freight high and arrivals of schooners very irregular, determined, in spite of the supposed enormous expense of a tug, to bring coal on by barge and steamer, and to their surprise found it more economical than the old way. But a reporter, who inquired among a number of offices of transportation companies engaged in that business, was told that the first man to suggest the transportation of coal down the Sound in barges, as a regular and separate business, was the late William E. Gladwigh. Mr. Gladwigh thought that a business could be worked up by agreeing to tow the canal barges belonging to such companies as the Reading from Jersey City direct to the Sound ports to which the coal was destined, instead of transferring it to sailing vessels, with all the expense of the transfer and the usual delay that awaited sailing vessels, with all the expense of the transfer and the usual delay that awaited sailing vessels, with all the expense of the transfer and the usual delay that awaited sailing vessels, the proposed to Mr. F. Robert agreed. This was in 1866, and the first tow of barges down the Sound was a lot of Reading canal boats, bound to New Haven. The tow did not make much of a stir. Nobody thought it could possibly developinto a business. The dangers of the passage, particularly in winter, were too great. Insurance, it was said, could not to be had, or if obtained the rate would eat up the profits. However, in 1868 the Delaware and Raritan began to patronize the new towing firm, for as yet nothing but towing was done. No attempt to go into a regular freighting business was attempted until 1869. Then the freight rates received by schooners in the trade being good, a few canal boats were chartered, louded with coal at the best rates obtainable, and carried as far east as New London. The tugs also took in some lumber-laden boats that came down the Hudson from Albany, and delivered them at various ports down the Sound, even going in 1870 as far east as New Bedford. The Captain of an Erle canal boat who had aften a cargoof lumber on at Buffalo, and had finally discharged it at New Bedford, was looked upon by his associates along the canal very much as a modern Capt. Cook. He had made a successful venture into unknown waters.

But in this towing business as so far conducted there had been one drawback. Cana companies engaged in that business, was told that the first man to suggest the transporta-tion of coal down the Sound in barges, as a

wheeler Manhattan was bought and converted into a barge that carried 1,700 tons. Frights were good in those days, and the profit on the old hulk was I per cent a day for a long enough time to make the eyes of the owners snap and their bank account grow plethoric. The barge was such a large one, too, as to be equal to almost any now built after the lapse of sixteen years. But this was too much prosperity to last, In New York a man no sooner Inds the profits of any trade so large as to be burden years. But this was too much prosperity to last, In New York a man no sooner float the profits of any trade so large as to be burden years. But this was the more profitable were barges than schooners, that for ten or twelve years nearly everybody that put adequate capital into the business got a fair return. The first barges built new for the business came out in 1874. The carrying capacity of the lot amounted to about 7,000 tons. One of the new firms that went into the business carly was a New Haven concern that bought out the Dunderberg, a novel craft. logged up." In an old barge owner said yest offsy. The first humon of the property of the other and bolted down through vertically. With a patent hoisting gear for discharging the cargo, she cost 440,000. Her capacity was 1,000 tons.

Of course the converted ships and steamers that had been used as barges had fair models for parting the water. So had the craft built so far, but about this time two companies were formed in New Haven that did not believe in the properity of putting so much money into the barge. They therefore built a lot of water that had been used as barges had fair models for parting the water. So had the craft built so far, but about this time two companies were formed in New Haven that did not believe in the properity of putting so much money into the barge. They therefore built a lot of water had been the down the sound. The same stantial as a brick barge, the cost of a 400-ton barge being not far from \$3,000. Those barges and the two companies now wer

the tug business is overdone everywhere along the coast. If the weather is bad, the street of the coast. If the weather is bad, the street has provided the sum of the coast. If the weather is bad, the street has breen thriven days on the way. When have been thriven days on the way. When the coast is not the trade of the coast of two or three employees being idle while discharging and loading carroess.

Within a short time a Boston company has been organized to carry coal in barres to that coast, even as far away as a two provided within a short time a Boston company has been organized to carry coal in barres to that coast, even as far away as a two provided within a short time of the coast, even as far away as a coast of the coast, even as far away as a coast of the c It is common talk among barge owners that the business has not yet by any means reached flood tide. They say that while there has been only an ordinary business profit in it for three or four years, it is bound to grow until the entire coasting trade is done by tow barges. They point to the great lakes, where steamers and barges have utterly routed schooners, where tugs carry enough grain to pay the expenses of the trip, besides towing two barges that will carry anywhere from 75.000 to 120.000 bushels of wheat each, and where from 2.500 to 3.000 tons of coal have been carried up the lakes in one vessel. No such cargoes as these are offered in the Atlantic consting trade, but, such as they are, the barge tweets say, they will all fall in line behind the patient plodding tug.

UNDERTAKERS' TALES.

Stories Told by Funeral Directors at their Regular Meeting. From the Pitteburgh Dispatch.

Regular Meeting.

From the Puttburgh Dispace.

"I had a funny experience years ago, when I worked for Mayor-elect McCallin in this city," remnrked a country undertaker.

"Why, I got pay for burying a man twice. It was this way: A man had been lished up out of the river and sent to our house to bury. That night about 9 octock in canne two women, a mether and danglite, named Smith living on the soft had a relicted to see the trowned mad that as out the relicit to the river and sent to our house the out his large of the trowned mad had as on the soft had the country of the hands and sexemmed. That's thin; that's my more hasband. The young ledy identified him, too, but didn't seem to feel very bad. The next morning the family lawyer came to me and gave orders for the burial. The old man, it seemed, had considerable money; at any rate, I worked him of real nice and respectable like, and got my pay. About a year later the same lawyer came to me and says: You ought to owe me \$50?

"Why, says.".

"Why, I paid you that for burying old Smith about a year ago and he wasn't dead. But he is ready to plant this time; died last night, and I came over after you.

"Well, I went over and laid the man out. While I was at work on him the old hady came in and said; Well, he's dead enough this time, poor man. The night after we'd buried him before, he came waking into the room where we was all sitting. He had taken a little too much drink, and had just got over it and read about our buryin him in the papers, an' Lor' but he was mad. I knew it was no sperit as soon as he came in. But I guess he won't came back this lime."

"I never like to shave a corpse," remarked a red-headed funeral director from an adjoining county, "and if it is practicable always like to get a barber. About a month ago I had an old man to bury who had ided with four or five days' growth of beard. His limbs had contracted terribly after death, and to straighten them out we had laid a couple of pleeos of plank across him, He was lying on the bed in this way when

A BEAUTIFUL CHARITY. THE HENRY KEEP HOME FOR OLD PEOPLE AT WATERTOWN.

of Charge-The Conditions of Their Ad-mission to the Home.

Watertown in Jefferson County N. V. te prettily situated city of 11,000 inhabitanta and containing many elegant residences. It has a Mayor, and has grown a municipal debt of respectable amount. The Black River, which flows through it, is more picturesque in that part than anywhere else in its course, and forms quite pretty falls which lose though much of their beauty in consequence of the adaptation of the water power to manufac-turing purposes. Watertown has the honor of having contributed a candidate for nomina-tion to the Presidency at the last Presidential election. Among the men who made the be-ginning of their fortune there, afterward became very rich and managed to retain their wealth, the late well known Henry Keep, a native of the county, was the most prominent. His widow, Mrs. Emma Keep-Schley, born in Watertown, who inherited his great riches, not content with a memorial endowment of the Opthalmic Hospital at Twenty-third street

and Third avenue amounting to \$105,000, has also provided a beneficent way to keep his memory alive with the clitzens of Watertown prosent and to come. She has erected there at a cost of \$25,000 the Henry Keep Home, and at \$100,000, which brings in \$8,000 yearly. The institution is intended to give a comfortable home and maintenance to worthy and needy old persons of both sexes, long residents of Jofferson county, too old to work, and too poor to be comfortable on their own resources. Many such, though respectable, might be in danger of going to the poorhouse, or, unassisted by lamily or friends, have to suffer the irrials of poverty in that climate where the winters are long and severe. These find in the Home a happy and attractive refuge.

The Home, is a handsome brick building, three stories high, situated on the fibrest street of the city, having verandas all around, and being surrounded by thirty-five acres of tiliable land, the property of the institution. It contains forty rooms, some of which are large, for married couples, besides dining, recognition, and reading rooms, and a parior. It is heated by steam, has hot and cold water on each floor, is well ventilated, and lit with gas. There are radiators in all the rooms, which are neathy furnished and equipped, quite equal to the best hotel in the place, Provision has been made for enlargement of the building when needed hereafter.

Applicants for admission must be natives or residents of Jefferson county, and persons of respectability in reduced circumstances, not under 60 years of age. A physician's certificate as to their physical and mental condition is required, as also an admission fee of \$150 for females and \$250 for males. After a probation of six months the Board of Trustees act definitively on the case of one no se received, and if not confirmed as a permanent innate, the admission fee of the home are to assign and surround. Fermanent inmates are required to sign an agreement of the benefits of the deceased prevised with the property of whatever

L. B. B.

A LOVELY LOBBYIST. The Charming Woman in Black who Fasci-

nated More than One Senator. From the Detroit News. The sensation at the Senate chamber during the session just closed has been the con-stant presence of a young and beautiful wo-

man who has captured the hearts of several scenators to such an extent that a puble scandal has only been averted by the most anxious importunities of the statesmen. One lady, the wife of a Senator from a far Western State, was very indignant because her husband succumbed to the blandishments of this fascinating creature, and a suit for divorce night have followed but for the adjournment of the Senator which separated the Senator and the woman who had alienated his affections. The Western Senator is not the only one who was in dealer. The senator is not the only one who was in divorting the senator of the Democratic party. Every Senator in the body for several weeks observed the quiet fiirtations going on between their colleagues and the woman in black. Some of them made light of the matter, and unmerefully twitted their brother Senators. Others leit that the dignity of the Senate had been triffied with, and were seriously thinking of taking steps to end the little seemes that took place at the chamber day after day.

The capture of the case made her first apportance here last summer just before adjournment. She was then engaged in selling a book written by a prominent public man. She was very successful in this, both because of the popularity of the work and the unique way in which she solicited subscriptions. She brought with her to Washington a formal note of introduction to almost every gentleman in the Capitol building. Sho would call upon them, leave a fashionable card, present her note of introduction, and who connected in a pleasure of the House, committee clerks, and other official was noticed that the capital she attracted wide attention by her beauty and evident relinement. Her bearing was the height of modersty, yet there was a dreamy will under the senators in the Capital she attracted wide attention by her being rude. From the day of her arrival at the capital she attracted wide attention by her being rude. From the day of the arrival at the capital she provided the woman in mourning and her tide-

NEARLY TWO REGIMENTS AN HOUR. SHUT AGAINST THE SISTER The Lively Handling of Multitudes Daily of the Railroad on the Bridge.

If a New Yorker endeavors to walk up town from THE SUN office at about 6 o'clock in the evening of any week day he finds himself at a great discount. No matter how vain he may be, he becomes impressed with the fact that he can easily be spared, from that locality at least. The sidewalk is then far too narrow for the people, and many of them are seen to have taken to the cobblestones in preference it not by necessity. The multitude squeezes shoulder to shoulder and so nearly compactly in the other direction that if all the legs that propel the crowd did not move at once they could not move at all. No matter how impatient or behind time a member of this slowmoving mass may be, he must mark time to the whim of the rest, moving a step now, then

standing still, and next time taking two or three steps, perhaps.

The black, gaping mouth of the Brooklyn
Bridge swallows all these bits of humanity,
and with what is the most remarkable speed
known to man, in spite of the leisurely appearance the process puts on. Most of the supply that thus comes to this great pair of the city's

and with what is the most remarkable speed known to man, in spite of the elsurely appearance the process puts on. Most of the supply that thus comes to this great pair of the city's jaws is drawn inward by the little cable railroad; in the winter the penny pedestrans are comparatively few and far between. "The rerformances of this little cable railroad are worthy of record on the scrolls of contemporaneous human history. No other railroad equals or approaches them. What is called a regular cross-country steam railroad, like the Eric or Central, running an eight-car train once every five minutes (and that is something no railroad ever was heard of doing), could not get away with this SUS sidowalk mulittude in throe hours of persistent effort. This little bridge railroad handles it as fast as it pours in, keeping no one waiting more than ninety seconds, and sustaining its work as long as the crowd keeps coming, which is between half past 5 and half past 6 o'clock.

In those sixty minutes about 17,000 or 18,000 persons manifest the unanimous and impatient yearning to got to Brooklyn which constitutes, this crush. In those sixty minutes the railroad runs forty-five three-car trains, each meant to carry about 120 to 150 passengers, but at this time forced to transport all who can squeeze inside or press into the railed-in spaces on the outer platforms. The average train load under these conditions is estimated at about 360 persons by Superintendent Martin, but The BUN thinks 350 or 400 would be nearer the mark. The lightning calculator who can figure up how many persons trains run a minute and a half apart and cash carrying 360 or 400 persons will carry to Brooklyn within Che will discover this from 16, will allow an advance of the process of the car, and a supplied to the hubsub looking on. Why, then, should not the hubsub looking on. Why, then, should not the hubsub looking on. Why, then, should not the nubsub looking on. Why, then, should not the nubsub looking on. Why, then, should not the nubsub looking of the which will the purity pedestrops and comparatively for and far to be when. The perity of record on the serolls of contemporation of the perity of record on the serolls of contemporation of the perity of the perit

them in twenty-six annual payments. The last payment was made in 1881. At that time the once powerful Miami tribe was reduced to 321 members, and the sum each received in settlement was \$700.

Most of the Miamis were in this vicinity on

lands which the Government had given them, but only a few of them showed any thrift as farmers. White speculators speedily gained control of their holdings, and the Miamis became wanderers, refugues, and vagabonds. An exception was to be found in the case of Mo-shin-go-mens' band, just south of, this town. Me-shin-go-mens was the last chief of the Miamis, and his family, as well as others that were with him, were of a high order of intelligence. They tilled the soil with success, had many fertile acres, lived comfortably, and were too shrewd and provident as a rule to be taken in by designing white men.

For many years the Miami maidens have been sought in marriage by white secondrels and adventurers who knew of their wealth in land, and expected to make something by the transaction. With these firs marriage with the whites is a lofty ambition, which no amount of bitter experience on the part of others seems sufficient to eradicate. They are, as a rule, comely when young, and those belonging to the old chief's band have been especially so. They have been heiresses almost without exception, and in their simplicity they have not been able to realize that in most cases their suitors have been mere fortune hunters of the basest sort. Dozens of these poor girls have been induced to contract marriages with white rufflans, and it is not known that a single one of them has ever had reason to do else than regret the day that she saw a white man. In view of the unbroken experience which the Miami girls had had in marital affairs, much surprise was caused here a few years ago, when an advertisement appearing in a local newspaper announced that Nancy Waca-ca-onah, "a young Miami maiden, good locking, amiable, and neat, and the owner of 200 acres of excellent land," would marry a white man if the right one presented himself. Efforts were made to head the girl off, and the sad fate of her sisters was pointed out to her, but she would not be advised. She felt that she was as good a judge of human nature as anybody, and her ad

A Little Encouragement for Peapack. The Lehigh Valley Railroad Company has The Lenigh Valley Railroad Company has under consideration a project to build a road from Bound Brook to Feapack. The road will be about sixteen miles long. The people of Feapack have been beging for realroad communication for nearly twenty years, and at less are getting a little encouragement.

MRS. ISABELLA RESCHER HOOKER DE NIED AT HER BROTHER'S HOUSE.

She Wished to See Mr. Beecher in his Last Illness, but his Family would Not Concent-In the Throng that Passed his Coffin. The youngest of the Beecher family, Mrs. In youngest of the Beccher lamb, in the youngest of the Beccher Hooker, who is a handsome, well-preserved woman of perhaps 55 years, is at present residing in New York. During the winter she has been a guest of Mrs. Dr. Clemenwinter she has been a guest of Mrs. Dr. Clemen-tine Lozier, but at present is with other friends. During the week of Mr. Beecher's illness she was a guest of a friend, Mrs. Wilson, wife of the artist Wilson of Hicks street, and was quite near her brother's home. In fact, she was but a few doors away, but she was not permitted to enter the house, though she made earnest

appeals to do so.

Mrs. Hooker, all her life, has been a great admirer of her famous brother, and was a great favorite of his up to the time of the Beecher-Tilton scandal. So far as Mr. Beecher was personally concerned, he was never heard to condemn Mrs. Hooker for the course she took in regard to the letters she wrote him and which fell into the hands of Mr. Moulton, "the Mutual Friend," and were by him published to the world.

Mrs. Hooker, when she heard of her brother's